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ESTABLISHED 1857.

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HONGKONG, MONDAY, JUNE 4TH, 1900.

一拜禮

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New Advertisements will be found on page 4.

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PRICE, 75 CENTS PER DOZEN.

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ESTABLISHED 1841. [1632]

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WINE SHIPPERS SINCE 1815. Who have consigned their Brands to Hongkong for over half a century. Apply to G. C. ANDERSON, Hongkong, 13, Praya Central.

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The sale of this good Scotch increases month by month. It is of Superior Quality and of CUTLER, PALMER & CO.'S SELECTION. Sole Agents for—
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"SPECIAL BLEND" WHISKY
Blend of Selected Distillations of the Finest Scotch Whiskies
Apply to
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THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOL" CYCLES, and we also supply fitting of every description. Repairs can be had in second hand Machines. Repairs executed with promptitude and skill. Enamelling a specialty.

McKIRRY & CO.
43 & 45A, QUEEN'S ROAD EAST.
Hongkong, 3rd November, 1899. [2461]

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1.30 p.m. to 2.30 p.m. Every quarter of an hour
2.30 p.m. to 3.30 p.m. Every quarter of an hour
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4.30 p.m. to 5.30 p.m. Every ten minutes
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

Extra Night cars at 11.30 and 11.45 p.m. SUNDAYS.

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SPECIAL CARS by arrangement at the Company's Office, 39 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 1st May 1899. [1633]

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VICTORIA HOTEL.
SHAMDEEN CANTON.

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The Bed Rooms are airy and comfortably furnished and the Dining and Sitting Rooms are spacious and replete with every convenience for Tourists.

Excellent Cuisine and best Wines.
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MADAR & FARMER, T. F. DA CRUZ, Proprietors.
Hongkong, 16th November, 1899. [44]

SUMMER REQUISITES. COTTAM & CO.
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ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC, C. P. & Co.'s INVALIDS' PORT,

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Distinguished by 4 Stars on the label. This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassal.

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A fine, full, and fruity wine.

AMOROSO SHERRY, \$20 PER DOZ.

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A natural and most pleasant wine to the taste.

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THE "PALL MALL," \$20 PER DOZ.

11 Years old; the finest quality shipped. Each bottle bears an Analyst's certificate.

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OF THE BEST QUALITY ONLY.

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\$4.50 per Cask of 375 lbs. net ex Factory.

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Hongkong, 9th February, 1900. [13063]

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MERCHANT NAVY

Navy Boiled

LONG FLAX

RELANCE CROWN

TARPAULING

ARNHOLD, KARBERG & CO., Sole Agents.

Hongkong, 27th July, 1897. [12 144]

Arrivals, Departures and other Shipping Intelligence will be found on pages 6 and 7.

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Funds exceed Nine Millions Sterling.

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Hongkong, 9th November, 1900. [1—al394]

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Dining Accommodation for 250 persons.

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Cuisine of the best.

Hot and Cold Water throughout.

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CHARGES MODERATE. [144]

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Hongkong, 2nd April, 1900. [1029]

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ICE HOUSE STREET, HONGKONG.

A FIRST-CLASS PRIVATE HOTEL.

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Very MODERATE TERMS to FAMILIES, by the DAY, WEEK, or MONTH.

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A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished.

The Hotel is situated near all the Banks and Principal Offices in the Colony.

Special Attention paid to the Comfort of Guests.

Cuisine excellent; under Experienced Management.

Terms Moderate. **A. FONSECA,** Manager.

Hongkong, 1st December, 1899. [46]

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(ESTABLISHED 1879)

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THIS First class and well-famed establishment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms. Cuisine Excellent. Prompt Attendance. Terms very Moderate.

L. HING KEE, Proprietor.

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Connection made by Company's Steamer to and from Canton.

Tourists should not miss the chance of visiting this famous old City.

For Terms, apply

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 WINE AND SPIRIT MERCHANTS.
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- A—THORNE'S BLEND, White Capsule \$10.50
 B—WATSON'S GLENORCHY, MELLOW BLEND, Blue Capsule with Name and Trade Mark 10.50
 C—WATSON'S ABELOUR-GLENLIVER, Red Capsule, with Name and Trade Mark 12.00
 D—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES VIOLET Capsule 14.40
 E—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule 15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high class Scotch Whiskies, of greater age than most brands in the market.

ABELOUR GLENLIVER is a very old Peat Whisky (smoky) and could not now be replaced in stock at the price. It is well known for its fine flavour. It is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

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ESTABLISHED A.D. 1841.

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 Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
 All letters for publication should be written on one side of the paper only.
 No anonymous signed communications that have already appeared in other papers will be inserted.
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The Daily Press.

HONGKONG, June 4th, 1900.

The *Times*, in a recent leader, calls attention to the loss of the ship *Chebin* in the Red Sea whilst conveying pilgrims to Mecca. The vessel belonged to an English company; it flew the British flag and was commanded by a British certificated officer; and it was registered as a British vessel. The Count which investigated the disaster made a report creditable to those responsible for the defects of the vessel, which it was said had left Enz, not properly found, nor in good seaworthy condition. The *Times* further on says: "It does not mend matters that the company took up the position, apparently warranted, that the *Chebin*—though a registered British vessel, was not subject to the regulations for the safety of passenger ships in as much as she did not ply to or from any ports in the United Kingdom. The definition of 'passenger steamer' in the Merchant Shipping Act of 1894 applies only to every British steamship carrying passengers to, from, or between any places in the United Kingdom and every foreign steamship carrying passengers between places in the United Kingdom." This definition needs reconsideration in the light of the history of the *Chebin*.

In the last sentence the situation is summed up; but it is by no means so easy to point out the remedy for a state of things which every right-thinking person would desire to see amended. It is no doubt an anomaly that British ships should come under the Merchant Shipping Act when they trade to, from, or between British ports and should apparently be allowed to go uncontrolled when on the high seas or out of British waters; but it, like most other things, has a certain reason for its being. From

this Colony, of course, all registered British vessels have to conform to one rule, but to take another instance familiar to our readers, namely, the trade on the Yangtze. There are British vessels running there if not exactly under the same conditions as the *Chebin* at least sufficiently close to render the comparison applicable. No supervision is maintained over them as to the number of passengers carried; whether the vessels carry certificated officers or not and whether they carry any British subject at all as member of the crew. The great bulk of shipowners, no doubt, find it necessary from motives of self-interest, if for no other reason, to act up to the spirit of the Merchant Shipping Act, but if they were disinclined to do so—and there are those that are disinclined—there is apparently no power to make them comply with it. Under these conditions it is not difficult to imagine that a disaster such as occurred to the *Chebin* might at any time overtake one of these vessels, and this is a condition of things which the *Times*, and justly so, thinks should not be allowed. But the question is whether the remedy lies with the British Government or the Government of the country whence the vessels in question trade? It appears to us that the initiative lies with the latter. To force British vessels to conform to regulations and restrictions which are not compulsory on those of other nationalities engaged in the same trade would be to place the British vessels at a serious disadvantage. The real remedy, as far as the Far East is concerned, is one which might well occupy the attention of the British Government, and that is the institution of reforms in China which would result in the gradual introduction of such laws as would regulate without impeding the great and growing traffic carried on to, from, and between the ports of the Chinese Empire. It is only by some such measure that equal treatment will be secured to vessels of all nationalities, while at the same time the safety of the travelling public, Chinese and foreign, will be safeguarded.

Occasionally spasmodic efforts to do something of this sort are made by the staff of the L. M. Customs: e.g. at Amoy in 1899 where the Customs attempted to enforce the substance of the Hongkong Passenger Ordinance on the inland water steamers trading from that port; a proceeding which the British Consul there did not think they were justified in doing. Considering the manner in which that concession has been shown of its value the Consul's objection does not seem to be altogether uncalled for. But spasmodic efforts of this sort are useless or worse than useless. General reform, of the laws applicable to shipping in China or rather, as we said before, the introduction of some laws which will secure equality of treatment to all, are absolutely necessary, and until they are introduced there will always be the risk of a case similar to that of the *Chebin* and with it a tendency, when it takes place and the vessel is British, to throw blame on the British Government which properly attaches to that of the country whence she trades. Where we think the Government are to blame, is for the loose and almost indiscriminate manner in which the British flag is allowed to be used by vessels, more especially those under the inland water concession; and in view of the fact that it was a question of this sort which was the means of precipitating the China War—the celebrated *Arrow* Case in 1856—it would be well for H. M.'s Minister, in conjunction with the Government of this Colony, to draw up explicit instructions with regard to what constitutes their right to fly the British flag. A recent case occurred where a steamer had apparently the right to fly the British flag outside the waters of the Colony, but not the right to do so within them, as was evidenced by the harbour authorities pulling it down. The piracy of the *Wo On* affords another illustration of what might well resolve itself into a question of hostilities and yet what, on enquiry, might—as in the case of the *Arrow*—turn out to be a technical question as to whether she was legally an English vessel or not? Not so long ago it was the practice of a certain class of vessels trading from this colony to fly the British flag when in China and the Chinese when in the waters of the Colony. And again, there are other craft that apparently have no nationality at all, but which trade up the West River under what is known as a West River flag, for which they pay \$100 to the Chinese Government. An explanation of the reason for these craft is given in the recent Blue Book, and is to the effect that while such vessels are really Chinese-owned they are forced to find protection under the wing, as it were, of the foreigner owing to the impossibility of obtaining a fair recognition from their own Government. If such is the case it merely emphasizes the need we have referred to for Great Britain to insist on reform throughout China. It is to be hoped that the visit of H. E. the Governor to Peking will have the effect of putting a stop to the present anomalous state of affairs whereby a vessel is recognized by the Consular Officials as British in China and is refused recognition in this Colony. A little common sense is all that is needed to remedy it.

The M. M. steamer *Lace* arrived in the harbour at 6.30 last night.

Mr. A. R. Grieco has been appointed Lieutenant in D. Company, Hongkong Volunteer Corps.

During the 24 hours preceding noon of the 2nd inst. there were reported twelve fresh cases of plague and seven deaths.

The appointment of Mr. F. A. Hasland to be Acting Police Magistrate and Coroner, vice Mr. Gompertz, is notified in the *Gazette*.

It is notified in the *Gazette* that Mr. W. F. Aldrich is recognized as Vice and Deputy Consul General for the United States in Hongkong.

It is announced in the *Gazette* that Mr. H. E. Pollock is to be president of the Land Court and Mr. H. H. G. Gompertz a Member of the Court. Mr. J. H. Kemp is appointed Registrar.

P. C. Apley and a party of excise officers made a fine haul on board the *Sunbeam* on her arrival in the harbour on Friday. When searching the coal bunkers they came across 700 lbs of opium hidden underneath the coal. One of the firemen, who was the only person in charge at the time, was arrested.

On Wednesday week, the 13th instant, a lecture is to be given at the Theatre Royal, City Hall, on the "Mounting of the Naval guns and their subsequent use with the Lathemith Relief Column." The lecturers will be Capt. Percy Scott, R.N., C.B., and Capt. A. H. Limpus, R.N., and the proceeds will be devoted to the Indian Famine Fund. Further particulars will be found in our advertisement columns.

Some discontented carpenters at Aberdeen struck work last week, demanding a rise in pay, and with the object of inducing their fellow-carpenters who had remained at their work to join them posters were issued, saying that if they did not do so the association would engage men to beat them. The man who was engaged in issuing these posters was secured by the police, and dealt with at the Magistracy on Saturday for intimidation.

On Friday afternoon Inspector Ford received information at No. 2 Police Station that a man had been seriously injured by falling from a verandah in Ship Street. On going to make enquiries he found that while endeavouring to get from the top verandah at No. 13 to No. 11 a Japanese missed his footing and fell a distance of between 40 and 50 feet. He alighted on his head, the result being that his skull was fractured. He also received other injuries and died before he could be removed.

The trial of the new paddle-steamer *Pioneer*, built for the navigation of the Yangtze, passed off satisfactorily on the 23rd ult. She started for Woosung after passing which she steamed up the Yangtze to the western end of Bock Island, where some experiments were made in turning her rudder alone, with the two wheels working independently, and going astern. The complete circle was made in about a length and a half, the vessel's nine-foot rudder giving her remarkable turning powers. The highest speed attained was 14 knots with 47 revolutions, the average being about 13 knots.

Saturday last was the day fixed upon for the second gymnastics meeting of the season. In consequence of the rain notices were sent out postponing the meeting, but the weather subsequently clearing up it was decided to go on with it. The first event—a five furlongs race—took place and then the rain came down heavily. Mr. G. H. Potts' *Toccia* won the first prize, which was presented by Consul-General Willman. Mr. Potts' *Demio King* also carried off the second prize—\$20. Mr. K. Wile's *Minor* came in third. The band of the Welsh Fusiliers was in attendance.

Indian constable 746 is at present in hospital, suffering from severe wound on the head caused by a large jagged stone thrown at him while engaged in dispersing a crowd on the Praya on Friday night. His tumble, which was produced at the Magistracy, was literally soaked in blood. It seems that he had arrested a man for disorderly conduct, and was taking him to the Police Station, when the crowd which had assembled commenced to throw stones, one striking him on the head. Fortunately, the man who threw it was seized by Indian constable 846, who took him to the Police Station. The injured man was removed in a chair. The defendant was brought before Mr. Hasland on Saturday and remanded until Thursday next.

We are informed that on June 11th the Canadian Pacific Railway Co. will resume the fast Overland train service between Vancouver and Montreal. This fast train, known as the "Imperial Limited," leaves Vancouver daily at 1.15 p.m. and runs through to Montreal without change in 190 hours, thereby shortening the time crossing the Continent by twenty-four hours, and enables passengers to make fast time to all principal points. Luxurious and newly designed dining and sleeping cars are run through daily on the "Imperial Limited," which makes close connections at Fort William with the Company's Upper Lake Steamers, for passengers wishing to break the journey; and only the Lake scenery between Fort William and Owen Sound without additional charge. Through passengers also have the option of leaving the Main Line at Revelstoke and proceeding through the famous Kootenay mining district in British Columbia and out again over the Crow's Nest Pass line to Danmore Junction. All along this route excellent fishing and hunting is found. The Company's hotel at Banff Springs, in the heart of the Rocky Mountains, was opened for the season on May 15th.

News reached Foochow on the 26th ult. of the burning of the C. M. S. Church in Fungang city by incendiaries, but no details are to hand.

A Peking telegram at the end of last month to the *Jiji* stated that the Foreign Ministers at the Chinese capital met together a few days ago to discuss the question of landing marines for the protection of the legations, in view of the present Ilaro disturbances. The representatives, however, came to no definite decision owing to the opposition of two of the Ministers.

A great loss has befallen Captain F. Brinkley, proprietor and editor of the *Japan Mail*, by the total destruction by fire on the 33rd inst. of his house at Tokyo. The damage involves, we learn, the complete loss of the furniture and other property, including a very fine collection of engravings, a library of several thousand volumes, and a large quantity of valuable manuscripts. We are, however, glad to say that none of the family or the servants sustained any injury.

A Washington despatch, dated May 2nd, says:—The House to-day, at the conclusion of the most stormy debate of the present session of Congress, passed the Nicaragua Bill by the overwhelming vote of 225 to 35. Attempts to retain in the bill the language of the original bill for the fortification of the canal and to still further strengthen the language on that line were balked, and the victory of Hepburn and the committee was complete.

The Tokyo correspondent of the *Nagasaki Press* says:—Owing to the financial strain, which, it is said, has necessitated the floating of another foreign loan at the instance of Count Matsukata, the Cabinet is showing signs of disunion. Marquis Yamagata is the first to announce his intention of resigning, in favour of either Marquis Ito or Count Inouye. But neither of them has agreed to accept the responsibility, so that the Premier has still to jog along on the thorny path of politics.

The *Peking* and *Tientsin Times* says that the Empress Dowager is reported to have been much distressed at the terrible massacre of Christians at Pao-tung-fu, and ordered coffins to be provided out of the Imperial purse. The same paper also states that, in a temple outside Pao-tung-fu there has been a large body of Boxes, also outside of the Eastern Gate of that City, who insult all Christians who cross their path. In Peking they were drilling openly, beside the residence of Prince Su, which is not far from the British Legation.

An engineer recently sent by the Seoul-Fusan Railway Company, to Corea, has returned to Japan, and reports the arrangements that have been made. The construction of the line will be started at Seoul, and the route will be through Chung-chong-do and the northern part of Kyung-chong-do, the distance being 300 miles. The number of stations has been fixed at forty-one and the cost of the work is estimated at some ¥25,000,000. The Corea Government highly approve of the work, and the Imperial House authorities have decided to defray ¥20,000 towards the expenses. There is a good demand for shares among the wealthy Coreans.

Re the Weihsai trouble, says a correspondent, writing to *N. C. Daily News* from Tientsin, the opinion obtains here that it might have been obviated had an experienced Consul, who was also *persona grata* to the Chinese, been sent to explain British intentions to the natives. Our folks should have followed the old policy of the Indian frontier. The Consul official who is there is a most able and excellent man, but as he is quite a junior and a stranger, he could hardly be expected to exercise considerable personal influence either with the British military and naval men or with the natives. In all probability Sir Claude had not a man to send, as the service is very short-handed just now.

The *N. C. Daily News* Chungking correspondent gives a full account of the arrival of the *Woodcock* and *Woodlark* on the 7th ult. He says:—The whole of the foreign community turned out to see the arrival, which was announced by a terrific salvo from the Chinese gunboats, which were all gallily dressed with flags; the gunboats returned the salute and then the Chinese began firing indiscriminately in their usual fashion and continued to do so all the morning. A number of the foreign community boarded the gunboats as soon as they had anchored off the Customs Pontoon and heartily congratulated the Captains upon the success of the trip. The ships were then dressed and the National Anthem sung, which was followed by three cheers for the Queen. The event, marking as it does an important advance in British influence in the west of China, is one for general congratulation, and with the coming of the eagerly anticipated *Pioneer* we hope it will be accentuated. The presence of the gunboats in these parts will have a wonderful moral effect on the authorities, besides, later, affording another illustration of how trade follows the flag. It is to be hoped that the petty hindrances which the authorities have shown themselves so apt to put in the way of the foreign merchant will be less frequent, for they will have it made apparent that, though the force is not very considerable, it is yet able to back up remonstrances in a very marked manner. The trip took exactly 33 days, but only 69 steaming hours. The delay was caused by a bad accident to the *Woodlark*. While ascending a rapid she had to alter her course to avoid colliding with a down-coming junk; in doing so she was caught by the current and carried down, before she could be brought round, on to some rocks below. Her bow was completely smashed in. The water-tight compartments saved her. She was run on shore, a dock made for her and she was fitted with a new bow with the materials on board; a marvellous piece of work which says a great deal for the efficiency of our naval engineers.

Nagasaki papers announce that Sir Henry Blake is expected to arrive there very shortly from North China, preparatory to spending the summer months in Japan.

The Club Cup on the second day of the Singapore Races, 24th ult., was won by the Sultan of Johore's *Tanah*, Chong Ah Yong's *Reserve* being second. The result of the Singapore Derby was thus reversed.

A Seoul telegram received in Japan, states that the land dispute at Masarape between Russia and Japan will probably be peacefully settled, as the Japanese owners are now inclined to dispose of their ground at a reasonable price.

The Lo-Hon Railway, according to Wuchang native reports, is in a very critical stage, there being insufficient funds available to proceed with the construction of the middle section of the Railway to connect with the two ends in process of building from Peking and Hankow, and the failure of the funds leading to the enforced idleness and consequent resignation, in some instances, of the European engineers engaged in the work. H. E. Sheng has gone to Hankow with all speed, to see what he can do.

The *Peking Gazette* says:—An *Extraordinary Government Gazette*, issued in the F. M. States, disposes of the rumour that Siam had ceded certain Malay States to Great Britain. All that has happened is that an agreement has been made between the two countries regarding a rectification of boundary between Penak and Pahang, on the one hand, and the Siam provinces of Raman and the Siamese dependencies of Kedah, Kelantan, and Tringganu on the other. By this agreement Penak gets a little more territory than before. That is all.

While congratulating Great Britain on the successes her arms are now achieving in South Africa, and on the ability displayed by her diplomatists in "holding off" the world, a Japanese native paper, the *Yomiuri Shimbun*, thinks that the latter result has been materially assisted, so far as the Orient is concerned, by Japan's attitude. It does not attempt to place England under an obligation to Japan, but it ventures to express a hope that the facts will be appreciated, and that they will have the effect of drawing England and Japan closer together.

THE EXTRAORDINARY AFFAIR AT ABERDEEN.

FURTHER DETAILS.
 Further details are now to hand with regard to the extraordinary affair which took place at Aberdeen on Thursday last.

It seems that in consequence of the Dragon Festival quite a number of junks from a distance were assembled in the harbour. Consequently when a couple of launches containing Blue-jackets out for the day came up they went through the harbour at reduced speed in order to avoid colliding with the junks. Some of the occupants of the latter gave out that this was being done so that the visitors could look round and see where the old people and young children were, so that they could return for them later on and take them to be burned under the foundations of the proposed railway from Kowloon to Canton to mollify the evil spirits for an interference with the "Fungshai" of the place. Accordingly the schoolmaster at Aberdeen was seen and urged to allow the children to be taken away. Later on the cry was raised that one of the launches was returning for the victims and the firing at once began.

Sergeant Langley and a party of police went out in a boat towards one of the junks with the object of restoring order. Shots were fired over their heads, and the Sergeant had to call out to them to desist, as they were the police. On reaching the junk he found four men standing ready with muskets in their hands. It turned out that each of the muskets was loaded with an ounce of shot. On visiting the junks on Friday the Sergeant found one of the cannon loaded with two pounds of powder and a large quantity of iron nails and bolts. The cannon was pointing to the entrance of the harbour towards Wanchai, so that if a launch had happened to make its appearance from that direction something serious would undoubtedly have happened. Sergeant Langley took the precaution, when telephoning to the Central Police Station about the affair, to advise that no one should come over in a launch, as if they did they would be bound to be fired upon, and this advice was fortunately acted upon.

By firing off cannon and muskets in the way they did the junk-owners have rendered themselves liable to a fine of \$200, and placards have been issued warning them against a repetition of the incident.

LATEST STEAMER MOVEMENTS.

The N. P. steamer *Daisy* sailed for Yokohama for Hongkong on the 29th inst.

The N. D. L. steamer *Prinz Heinrich*, which left here on the 2nd May, arrived at Genoa on Friday, the 1st inst.

The P. M. steamer *Gaelic*, with mails, &c., which left here May 1st, for San Francisco via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu, arrived at her destination on the 30th ultimo.

The Imperial German Mail steamer *Prager*, carrying the German Mail with dates from Berlin of the 14th May, left Colombo on Friday, the 1st inst., and may be expected here on or about Tuesday, the 12th inst.

The Company's steamer *Peking*, from Glasgow and Birkenhead, left Singapore for this port on Friday morning, 1st inst., and may be expected here on or about the 6th inst.

3007 NEWSPAPERS RECOMMEND: MACDONALD & CAMERON'S PENS. THE WATKINS' PEN, for Easy Writing. THE FLYING SCOTCHMAN PEN, instead of a Quill. THE FLYING J writes 200 words per dip. WATKINS' WORKS, ENGLAND.

TELEGRAMS.

"DAILY PRESS" SERVICE.

Tientsin, 2nd June, 11.30 a.m.

NEWS FROM THE NORTH.

PAOTING-FU REFUGEES ESCAPE—A RESCUE PARTY.

The Paoting-fu refugees coming by the Peiho river to Tientsin fought their way through the rioters, but had four killed and four wounded. The band was composed of British and American Missionaries and Belgian engineers. Many armed volunteers are starting to meet them.

London, 1st June, 8.30 p.m.

THE WAR IN SOUTH AFRICA.

It is unofficially reported that the Elandsfontein mines are ascertained to be intact. General Rundle was engaged east of Senekal on Tuesday and was entirely successful. His object was to relieve Sprague and ensure the occupation of Lindley.

UNITED STATES DESIRE BRITISH CO-OPERATION IN CHINA.

It is reported from Washington that Minister Hay has asked Great Britain to co-operate in diplomatic pressure on China, and if necessary in practical measures to protect the missions and foreigners.

London, 2nd June, 10 p.m.

THE WAR—FRENCH'S ADVANCE FROM JOHANNESBURG.

General French reports that he was opposed throughout his march on Tuesday and Wednesday; he routed the enemy from strong positions successively, and holds the position which Lord Roberts instructed him to take north of Johannesburg. His casualties were two killed and 29 wounded.

FIGHTING IN THE SOUTH.

General Colville, reporting from the Highland Brigade's camp at Heilbron, says that he was opposed the whole way from Ventersburg and that his casualties amounted to eight killed and thirty-six wounded. General Rundle's casualties were thirty killed and 150 wounded, chiefly Grenadier Guards.

BOERS SURROUNDED AT FICKSBURG.

Unofficial news is to hand that General Rundle and Brabant have surrounded the Boers at Ficksburg.

GRUQUAND NEWS.

Sir Chas. Warren with 700 men was surrounded by 1,000 Boers at Fabserspruit. The enemy were repulsed with heavy loss.

REUTER'S SERVICE.

LONDON, 31st May, 1900.

THE WAR—NEARING COMPLETION.

The newspapers regard the war as over. It is believed that President Kruger has escaped to Delagoa Bay.

The *Daily Mail* correspondent at Lourenço Marques states that Johannesburg has surrendered and that all Boers have been dismissed from the forts round Pretoria.

The British have reached Hatherly, thus cutting the Pretoria-Delagoa Bay railway. The British prisoners remain at Waterford, there being no time to remove them.

EVENTS AT JOHANNESBURG.

Lord Roberts at Germistoun, 30th ultimo, night, says that at the urgent request of the Commandant he deferred the occupation of Johannesburg for 24 hours in order to avoid a disturbance inside the town, in which there were many armed burghers; moreover the enemy was holding the adjacent hills. General Ian Hamilton had a severe fight yesterday, which continued until dark, to the westward of Johannesburg. The Boers, who were strongly entrenched with heavy artillery, blocked the road. The Gurdians cleared the koppies with great gallantry. General Ian Hamilton is now at Florida, west of Johannesburg, and the British troops occupy the heights to the North and South of the town.

Lord Roberts wires from Johannesburg, at 2 p.m. on the 31st ultimo, that the British have occupied the town and that the Union Jack now flies over the Government buildings.

LONDON, 1st June.

THE WAR—THE ADVANCE ON PRETORIA.

Fighting took place yesterday at Kallfontein midway between Pretoria and Johannesburg. It is believed in Pretoria that the telegrams stating the Boers were ready to surrender were perfectly accurate, but the people in Pretoria were misinformed of the course of events, and thought the British much nearer Pretoria than they were.

NEW ADVERTISEMENTS

NOTICE OF REMOVAL

WE HAVE REMOVED our Office to No. 56, HOLLWOOD ROAD, from this day.

A. H. CHINYOY.
乃之沙的亞

Hongkong, 4th June, 1900. [1656]

NOTICE

THE INTEREST AND RESPONSIBILITY of Mr. JOHN CARRICK SMITH in our Firm CEASED on the 31st day of December last.

HOLME, RINGER & CO.
Nagasaki, 1st June, 1900. [1657]

INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.
(INCORPORATED 1891).

NOTICE TO MEMBERS.

A DINNER will be held in the Rooms of the INSTITUTE on JUNE 4TH. MEMBERS are cordially invited. All particulars can be obtained from the MANAGER.
Hongkong, 2nd June, 1900. [1658]

THEATRE ROYAL
CITY HALL
LECTURE.

In Aid of the
INDIAN FAMINE FUND.
on
WEDNESDAY,
the 13th June, 1900, at 8.20 P.M.

CAPTAIN PERCY SCOTT, R.N. C.B. and CAPTAIN A. H. LIMBUS, R.N. have kindly consented to LECTURE upon the subject of the "MOUNTAINS OF THE NAYAL GUNS AND THEIR SUBSEQUENT USE WITH THE LADYSMITH RELIEF COLUMN."
His Excellency Major-General GASCORNE, C.M.G., will take the chair.

Priests—Dress Circle and Stalls (Reserved) One Dollar.
Pit (Unreserved) Fifty cents.

Tickets may be obtained from the Comptroller at the City Hall on and after THURSDAY, the 7th day of June, 1900, at 10 A.M.
H. E. POLLOCK,
Hon. Secretary.

Hongkong Odd Volumes Society.
Hongkong, 4th June, 1900. [1655]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAI TAN".

Captain Roach, will be despatched for the above ports TO-MORROW, the 5th inst., at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LARPAIK & CO.,
General Managers.

Hongkong, 2nd June, 1900. [1654]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU".

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 10th June, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 4th June, 1900. [1653]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, PORT SAID, SUEZ, AND STRAITS.

THE P. & O. S. N. Co's Steamship

"CANTON".

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No P.H. Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

A. M. MARSHALL,
Acting Superintendent.

Hongkong, 2nd June, 1900. [1652]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI.

THE Steamship

"INDIA".

Having arrived, Consignees of Cargo are hereby informed that their Goods, being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, where delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all claims must be sent into the Office of the undersigned before Noon, on the 8th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 8th instant, will be subject to rent.

Bills of lading will be countersigned by
SANDER, WILDER & Co.,
Agents.

Hongkong, 2nd June, 1900. [1649]

GOVERNMENT NOTIFICATION.

IT is hereby notified that the VALUATION LIST for the year 1900-1901 will be OPEN TO INSPECTION at the Treasury for Twenty-one days, commencing on MONDAY, the 4th June, 1900.

By Command.
F. H. MAY,
Colonial Secretary's Office.
Hongkong, 29th May, 1900. [1652]

INTIMATIONS.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the Undermentioned Banks will be CLOSED for the Transaction of Public Business TO-DAY (MONDAY), the 4th inst. (WHIT MONDAY).

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
T. E. SANSON.

Acting Manager, Hongkong.
For the HONGKONG & SHANGHAI BANKING CORPORATION.
H. M. BEVIS.

Acting Chief Manager.
For the NATIONAL BANK OF CHINA, LIMITED.
GEO. W. F. PLAYFAIR.

Chief Manager.
For the MERCHANTS BANK OF INDIA, LIMITED.
JOHN THURBURN.

Manager, Hongkong.
For the BANQUE DE L'INDO-CHINE, HONGKONG BRANCH.
L. BERINDOAGUE.

Acting Manager.
For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG.
J. C. BERGENDAHN.

Manager.
For the YOKOHAMA SPECIE BANK, LIMITED, S. CHOH.

Manager.
For the IMPERIAL BANK OF CHINA, LIMITED.
E. W. RUTTER.

Acting Manager.
For the DEUTSCH-ASIATISCHE BANK, HONGKONG BRANCH.
H. SCHOTTLANDER.

Acting Manager.
Hongkong, 31st May, 1900. [1630]

INSURANCE HOLIDAY.

THE Undermentioned Insurance Offices will be CLOSED for the Transaction of Public Business TO-DAY (MONDAY), the 4th inst. (WHIT MONDAY).

JARDINE, MATHESON & CO.,
General Agents.

CANTON INSURANCE OFFICE, LIMITED.
General Managers.

HONGKONG FIRE INSURANCE CO. LD.
For the UNION INSURANCE SOCIETY OF CANTON, LIMITED.

W. J. SAUNDERS,
Secretary.

For the NORTH CHINA INSURANCE CO., LIMITED.
W. H. PERCIVAL.

Agent.
For the CHINA TRADERS' INSURANCE COMPANY, LIMITED.
H. P. WADMAN.

Acting Secretary.
For the YANGTZE INSURANCE ASSOCIATION, LIMITED.
SHEWAN, TOMES & CO., Agents.

For the CHINA FIRE INSURANCE CO. LD.
GEO. L. TOMLIN,
Secretary.

Hongkong, 31st May, 1900. [1631]

THE MUTUAL STORES,
8 & 10, D'AGUIAR STREET.

WINES AND SPIRITS.

WE beg to inform our numerous Customers and the Public in general, that having commenced this line of business, nothing but the BEST BEER will be kept in Stock.

Prices very reasonable.
Orders solicited.
Hongkong, 29th May, 1900. [1608]

W. B. REWER & CO.

ALL NEW.

NAVY AND ARMY, Illustrated, Vol. 9. \$10.50

Butcher's Pansies, Illustrated Summer

Number 8. 8. 90

Beeton's Household Management. 4.50

History of Great Britain, 2 Vols. 13.00

Rassau's English Dictionary. 2.50

Spanish Dialogues. 1.00

John of the Sword. 1.50

Roscoe's The Stars and their Use at Sea. 4.50

Lord Roberts—India. 7.00

Red Pottage. 1.50

Trail on Rollers. 7.50

Elementary Seamanship. 3.00

Know your own Ship. 4.50

Barber's Navigation. 2.25

Jamison's Magnetism. 2.25

Steam Engine. 2.25

Threshold of Science. 3.50

Rankin's Engineering. 9.50

New Stock Birthday Cards. New Patent Picture Wire. T. and Set Squares. Indian Cigars.

23 & 25, Queen's Road, Hongkong. [31]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.

A.I. A.B.C. Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length. 323 feet.

Length on Blocks. 313 "

Width of Entrance on Top. 89 "

Width of Entrance on Bottom. 77 "

Water on Blocks at Spring Tide. 26 "

DOCK No. 2 (at MUKAIJIMA).

Extreme Length. 371 feet.

Length on Blocks. 356 "

Width of Entrance on Top. 89 "

Width of Entrance on Bottom. 73 "

Water on Blocks at Spring Tide. 22 "

PATENT SHIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.

R. J. REMEDIOS.

FOREIGN AND COLONIAL STAMP DEALER.

No. 37, BERRY STREET, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used Postage Stamps in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 percent Discount Allowed [1636]

PUBLIC COMPANIES

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the "STAR" FERRY COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, No. 2, Connaught Road, Victoria, Hongkong, on MONDAY, the 11th day of June, 1900, at 12.30 o'clock in the afternoon, when the SUBJOINED RESOLUTION which was passed at the Extraordinary General Meeting of the Company held on the 31st day of May, 1900, will be submitted for confirmation as a SPECIAL RESOLUTION.

"That the Regulations contained in Table A in so far as they apply to this Company be altered as follows:—

That the following clause be substituted for Clause 37 of Table A:—"The quorum for all the purposes of a General Meeting shall be not less than five members present in person or by proxy. No business shall be transacted at any General Meeting unless the quorum requisite be present at the commencement of the business."

By Order.
EDWARD OSBORNE,
Secretary.

Hongkong, 28th May, 1900. [1538]

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

ISSUE OF \$100,000 NEW CAPITAL.

IN 10,000 SHARES OF \$10 EACH, \$250 PAID UP.

AT A PREMIUM OF \$6.00 PER SHARE, \$150 PAID UP.

NOTICE is hereby given that the Issue of \$100,000 New Capital which was sanctioned at the Extraordinary General Meeting of the Company held on 23rd May, 1900, will be offered to those persons who are registered as Shareholders on the 8th June, 1900, in the proportion of One New Share to Every Old Share.

The New Shares will be issued at a Premium of \$3, making a Total Payment of \$16 per Share, of which \$250 per Share and \$150 Premium—\$4 in all, will be PAYABLE on the 15th June, 1900, and the Balance when called for.

THE TRANSFER BOOKS of the Company will be CLOSED from the 9th June to the 11th June, both days inclusive.

EDWARD OSBORNE,
Secretary.

Hongkong, 28th May, 1900. [1537]

NOTICE.

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE CERTIFICATE No. 2,636, dated 8th January, 1900, of the Shares numbered 10,291 to 10,295 in this Company, standing in the name of Mr. JAY BUTT, of Yokohama, has been LOST and it is at the expiration of One month from the date hereof, the above document will be null and void, and the Shares will be issued by the Company, and thereafter no other will be acknowledged.

JOHN D. HUMPHREYS & SON,
Governing Directors.

Hongkong, 12th May, 1900. [1493]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on TUESDAY, the Twenty-seventh day of March, 1900, the following Resolutions were passed:—

1.—That in pursuance of the provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th day of February 1900, on the 27th March and since duly registered, the sum of \$1,250,000 be withdrawn from the Reserve Fund and be carried as of the 2nd July next to the Credit of Capital Account, each Shareholder being entitled to a sum of \$25 as paid up thereon in addition to the sum of \$50 now standing to the credit of each Share.

2.—That the balance of \$35 per Share of the Unpaid Capital of the Company be called up, and that a Call be and is hereby made of \$25 per Share upon all the Shares of the Company, and that the Shareholders be and are requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay accordingly.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the rate of \$12 per centum per annum, upon all Calls remaining unpaid after the 2nd day of July, 1900, up to the actual date of payment of the same.

By Order of the Board.
A. SHELTON HOOPER,
Secretary.

Hongkong, 28th March, 1900. [1916]

OLIVERS FREEHOLD MINES, LIMITED.

NOTICE is hereby given that a FINAL CALL of \$0.50 per Share has been made in respect of the "B" Shares in the above-named Company, and that such CALL is PAYABLE to the General Managers on the 17th day of JULY next, at the Office of the Company, 39 and 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 18th May, 1900. [1843]

WANTED.

WITH possession about the latter part of June next, a FIRST FLOOR in QUEEN'S ROAD CENTRAL, or vicinity, with 4 to 6 Rooms, for a Dwelling.

Care of Hongkong Daily Press.

Hongkong, 19th May, 1900. [1628]

AMERICAN PORTABLE WOODEN HOUSES.

THE Undersigned have been appointed AGENTS, and are prepared to accept orders for a variety of designs.

Particulars on application to—
WOODS & CO.,
4 Queen's Road Central.

Hongkong, 17th April, 1900.

BANKS.

THE BANK OF CHINA & JAPAN, LIMITED.

WORKING CAPITAL. Over £210,000

RESERVE LIABILITY OF SHAREHOLDERS. Fully £425,000

2835,000

HEAD OFFICE: 33, Nicholas Lane, London.

BRANCHES: Hongkong, Shanghai, Singapore.

AGENTS: Yokohama, Kobe, Penang, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

BANKERS: The Bank of England and the Capital and Counties Bank, Limited.

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THE NAVY AND THE EMPIRE,
BY
W. LAIRD CLOWES.

(Author of "The Royal Navy," &c.)
V.

THE OFFICERS OF THE NAVY.

The officers of the Navy may be classified in three categories. First, there are the keen and capable officers, who are wrapped up in their profession, and who study it incessantly. There are the men who are not content to know merely what they are required to know, who bring independent reading and thought to bear upon naval problems; and who may be ranked as the equals of the best naval officers in the world. I am sorry to say that they are, for reasons which I will presently examine, only a small body. The corresponding body in each of the other leading navies is, I do not hesitate to say, relatively much larger. During many years I have associated very intimately, both at sea and ashore, with naval officers of the United States, Germany, Austria, France, Russia, and Italy, and I can say with absolute conviction that among each of these groups, keenness and eagerness on professional subjects are conspicuously more prevalent than among British officers. It is folly to attempt to bury that point. I do not now insist upon it for the first time. Years ago, over the signature "Nauticus," in the "New Review," the "Fortnightly Review," the "Independence," and elsewhere, I did so to the best of my ability. So long as the articles were supposed to be the production of a foreign naval officer they were read and criticised with the greatest respect; but as soon as it leaked out that an English civilian was the writer, the author was only abused and traduced. I had remembered that the prophet is not without honour save in his own country; and that is why I had thought myself to be mistaken for one. Even the editors of the "New Review" and the "Fortnightly" did not at the time know who was writing for them. If only the secret could have been permanently kept, I verily believe that a vast amount of good might have been effected. When, however, I was identified as the author, my chance of benefiting my country disappeared for the time. Naval friends in the Mediterranean and elsewhere, wrote to me, not to deny the truth of my assertions, but to reproach me for having publicly called attention to certain weaknesses and deficiencies. "For heaven's sake," they said, "don't depreciate the service, and induce foreigners to suspect that we are in any degree worse than they." I was regarded as a kind of petty traitor. At the present day, when questions connected with the defence of the Empire have forced themselves into very serious prominence, I venture to hope that I may be listened to with more toleration than in 1893 and 1894.

OFFICERS—AND OFFICERS.

There are, then, firstly the good and keen officers, who form a relatively small class. Secondly, there are the officers who have no particular keenness, and who seem to bring either imagination or reading to bear upon the problems of their profession, but who do their duty thoroughly within the limits of routine. These, I believe, form the majority of the officers on the active list. The third class is, however, a very much larger one than it should be. It is made up of the indifferent, the slovenly, the shirkers, the ignorant, and the incapable—officers who cause themselves to be regarded with contempt by their men, and whose boast it is that they detest the service, and that they never do any duty which they can avoid without incurring the risk of being court-martialled. The good and keen officer will, we all know, develop occasionally even in the most unfavourable soil. Some men, and many Englishmen, must do their very best in any position in which Providence may place them. But how terribly unfavourable is the soil of the British Navy for the encouragement of the good and keen officer. A youngster is thrust into the service while he is still a child. He has only the merest rudiments of an education. His acquaintance with the classics, with any foreign language, and with the literature of his own country, is of the most limited character. He goes to sea, and has practically no further opportunities, save what he may make for himself, of improving his general knowledge. "But," say the advocates of no change, "it is surely more important that he should improve himself in professional knowledge, especially of practical kind; and this he cannot avoid doing at sea." This line of argument is all nonsense. If it were incumbent upon every young officer to give evidence, from time to time of really high proficiency in the practical part of his duties, there would be some little to be said in favour of the present system; but I can assure that every honest naval officer will admit that the necessary level to be attained is, relatively speaking, a very low one, and that the greatest assets may, and do, reach it without difficulty. Even, however, if it could be guaranteed that all officers should be well versed in all the practical details of their profession, it would not, now-a-days, be enough. The good officer, besides being a practical man, must have cultivated his judgment and critical faculties by reading; his general usefulness, by the study of languages; and his influence over men by the acquisition of that general knowledge of nations and manners which, more than anything else, goes to make a gentleman. "No," say the fossils of the old school, "none of these things are wanted." I say emphatically that they are absolutely necessary for the manufacture of a first-rate and efficient naval officer in the present day; and I will even go so far as to add that there are no first-rate and absolutely efficient officers in the navy to-day who have not extended their studies far outside the rather narrow limits of professional work, and who have not devoted fully as much attention to theory as to practice.

Only the other day, in South African waters, an officer was grossly imposed upon by the master of a vessel carrying contraband of war. The manifest was in German. The officer knew no word of German, and had no one on board with him who did. He therefore accepted the German master's version of what the manifest contained, and then suffered the vessel to proceed. There are probably not thirty officers in the service who know enough German to be able to ask any ordinary question in that language. Even French is understood only by a very, very few. Yet a knowledge of languages is demonstrably more useful to the naval officer than to almost any other created being; and the fact is fully recognised in every navy except our own. The old school depreciates the utility of general information even more than it decries the value of languages; and it has depreciated it, alas! with only too sad results. Sir Clements Markham, I recollect, once told me of a naval officer who confessed that he really did not know who Milton was. I wonder what the lower-deck, which always now includes a fair proportion of intelligent readers, thought of that officer. I wonder, too, how such an officer could carry out certain functions which sooner or later seldom fail to fall to the lot of captains of Her Majesty's ships. Negotiations have to be undertaken; diplomatic work has to be done; men of education have to be piloted with and convinced; and surely the man who does not know who Milton was is hardly likely to distinguish himself in dissection.

WHERE THE FAULT LIES.

The reason why so few British naval officers are really keen and absolutely efficient is not far to seek. Excellence, except in certain branches of purely technical and entirely practical knowledge, is not encouraged under the system which prevails. The all-round able officer is hardly more likely to get on in the service than is the shirker or the incompetent, who has influence behind him. Promotion in the lower ranks is by selection; and, in the Navy, selection too often means favouritism. If it were possible for a young and keen officer to push his advancement; if promotion were by merit and not by mere selection; if, no step, either in the higher or in the lower ranks, could be won without the passing of an examination not only in purely technical subjects but also in general knowledge, such as should be the property of every gentleman, and in physical and intellectual efficiency, the standard would be immensely raised, the keen and capable would be rewarded, the useless and indifferent would be weeded out, promotion would be accelerated, and the service would be benefited in every way. The existing system of nomination for cadetships and, moreover, of abolishment and the navy ought to cease to be, in any sense of the word, a close borough. The army is open to all, and I have yet to learn that it is any the worse for being so. Why a boy, who can go up for the army without saying "by your leave" to any patron, should be required, ere he may go up for the navy, to obtain the favour of some highly-placed personage is more than I can understand. But the navy is the most conservative organisation in this very conservative land; and most naval men are willing to tolerate any absurdity or any abuse if only it can be proved that it is of ancient standing. This is why, for example, boarding plays still form part of the armament of Her Majesty's ships. It is always a subject of wonderment to me that the navy was ever able to make up its mind to dispense with bows and arrows. The same reason explains why the ration of the men remains as they are, regardless of the fact that for years it has been found possible for every mail steamer in the world to give its passengers fresh meat and new bread daily.

We are a practical people; and most English writers seem to consider that our intensely practical nature constitutes our supreme merit. That, I am sure, is a wrong conclusion. Our practical nature is, in reality, a dangerous snare for us; since it teaches us to under-rate the importance and value of theory. Ask a German naval officer what he would like to do in action, if certain circumstances should arise. He will show you in his reply that he has deeply studied the matter; and, whether his tactical plans be right or wrong, he will give good reasons for the faith that is in him. Ask a British naval officer a question of the same sort; and you will too often, very generally, perceive that he has no well based theories whatsoever to make up for his lack of practical experience of modern warfare. Once after a lecture at the United Service Institution, I asked a very well-known flag officer what, if he were captain of a certain ship in action, he should do in a given case against a specified opponent. "Oh," he said girly, "I should go for him straight, and rain him." The excellent officer disclaimed theory. He shut his eyes to the fact that, in the given conditions, ramming would be impossible. The episode induced me to prepare a lecture, delivered at the R.U.S.I. on January 16th, 1894, in which, after analysing a many cases as I could lay hands upon of the effects of the ram in action and in accident, I tried to show what are the limitations of that weapon, and what its dangers, to its user as well as to the enemy. Said the *Globe* of March 27th following, by the pen of its naval correspondent, then a retired flag officer, who was full of service prejudices:—"Mr. Laird Clowes's paper was evident not much to the taste of the naval officers present who, indeed, can hardly be expected to relish instruction on such purely technical matters, from the mouth of a civilian, however skilled he may happen to be in naval history." On the whole, the verdict of the meeting was against the conclusions of the lecturer.

Of course, I was properly impressed for the moment; but a little later I was completely convinced by a conversation which I had with Commander P. C. D. Sturdee, one of the keenest and best younger officers in the service, who had just gained the Gold Medal of the Institution, and, incidentally, the applause of the very audience which was said to have condemned me. Said

Captain Sturdee, whose paper was not published until after mine had been read: "It is very curious that you should have treated the question of the ram as you did. Knowing nothing of what you were doing, I pursued almost exactly the same line of research, and had, in consequence, to come to almost the same conclusions. You will find them in my prize essay." The conclusions then expressed are now, I believe, accepted by all thoughtful naval officers in the world; although their acceptance in our navy is, of course, due to the fact of their having been reached by Captain Sturdee. The naval service is still above taking lessons in any technical matters from a civilian. But the Admiralty, I am happy to say, has listened often, and will yet listen again, to the voice of any intelligent outside critic; and fortunately, naval reforms come as often from without as from within.

LINES OF REFORM.

Let it not, however, be imagined that, taking into consideration the disadvantages under which he labours, and the small inducements that are held out to excel, the average British naval officer falls far short of what one has a right to expect. The system is more at fault than he is; indeed, it is very creditable that, with the existing system of entry, education, promotion, and retirement, there are any keen and really first-rate naval officers at all. I have never been a merely destructive critic; and it is, I think, wrong and unparliamentary to attack any existing system unless one is prepared at the same time to advocate a better one. I will, therefore, end this paper by stating concisely what reforms seem to me to be needed if merit and capacity are to receive their due encouragement, and if the standard of the British naval officer is to be brought up to that of the naval officer of the most advanced of the competing nations. These reforms are:

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THE Company's Steamship "NANCHANG," Captain Fialagon, will be despatched for the above port on THURSDAY, the 7th June.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th May, 1900. [1606]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship "TAIYUAN," Captain Nelson, will be despatched as above on FRIDAY, the 8th June.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th May, 1900. [1603]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship "TAIYUAN," Captain Nelson, will be despatched as above on FRIDAY, the 8th June.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th May, 1900. [1604]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "Belgian King" On 12th June, 1900.

S.S. "Tayuan" On 20th July, 1900.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJIL, KOBE, YOKOHAMA and HONOLULU on 12th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th May, 1900. [1614]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship "BALAARAT," Captain C. L. W. Pelt, carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 9th June, 1900, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables all cargo for France, and the for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 28th May, 1900. [1]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, June 9, at Noon.

CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, July 5, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, July 31, at Noon.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 9th June, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the Southern Pacific, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the Southern Pacific, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 16th May, 1900. [9]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AGAMEMNON"

will be despatched as above on TUESDAY, the 12th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 4th May, 1900. [1569]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANARANG & SOURABAYA.

THE Company's Steamship

"SHANTUNG"

will be despatched as above on TUESDAY, the 12th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th May, 1900. [1569]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR"

will be despatched as above on TUESDAY, the 26th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th May, 1900. [1517]

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBINATTO UNITED COMPANIES)

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SYDNEY, PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LIGURIAN and SOUTH AMERICAN PORTS up to CALTAJO.

Taking Cargo at through rates to PERSTAN GULF and BACALAN, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship "BORMIDA," Captain Sartorio, will be despatched as above on SATURDAY, the 9th June, at Noon.

At Bombay, the steamer is discharging in Victoria Dock.

For further particulars regarding freight and passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 31st May, 1900. [7]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEEN, SUZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through rates to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS).

THE Company's Steamship "GISELA," Captain F. Moser, will be despatched as above on SATURDAY, the 9th June, at Noon.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 31st May, 1900. [6]

THE OSAKI SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANPOO.

THE Company's Steamship

"ANPENG MARU," Captain I. Sato, will be despatched for the above ports on WEDNESDAY, the 13th June, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUBI BUSSAN KAISHA, Agents.

Hongkong, 30th May, 1900. [1443]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

(Taking Cargo at LONDON rates).

THE Company's Steamship

"DIOMED," Captain Goodwin, will be despatched as above on WEDNESDAY, the 13th June.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th May, 1900. [1363]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CORPUS (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, June 19, at Noon.

GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 14, at Noon.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Aug. 7, at Noon.

THE Company's Steamship "CORPUS" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 19th June, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 16th May, 1900. [9]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AGAMEMNON"

will be despatched as above on TUESDAY, the 12th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 4th May, 1900. [1569]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANARANG & SOURABAYA.

THE Company's Steamship

"SHANTUNG"

will be despatched as above on TUESDAY, the 12th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th May, 1900. [1569]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR"

will be despatched for the above port on or about the 16th July.

For Freight, apply to DODWELL & CO., Ltd., Agents.

Hongkong, 1st June, 1900. [1641]

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, June 26, 1900, at Noon.

KONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 21, 1900, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 16, 1900, at Noon.

THE Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 26th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the Southern Pacific, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the Southern Pacific, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 4th June, 1900. [6]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ACARA," Captain Petersen, will be despatched for the above port on or about 15th July.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 1st June, 1900. [1645]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(Reg. M. SLOAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA," Captain Petersen, will be despatched for the above port on or about 24th July.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 29th May, 1900. [1617]

NOTICE TO CONSIGNEES.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"OLDENBURG," OF THE NORDDEUTSCHER LLOYD.

The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Tobacco, and Valuables, are being landed and stored in their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 6th June, at 9.30 a.m.

All claims must reach us before the 14th June, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELBOURNE & CO., Agents.

Hongkong, 30th May, 1900. [8]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

S. S. "AFGHANISTAN."

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 3 p.m.

No Fire Insurance has been effected.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 1st JUNE, P.M.				Mr. and Mrs. St. Aubyn	Mr. Kinghorn
				Misses St. Aubyn (2)	Mr. Lazord
				Mrs. Angus	Mr. J. B. M. Leed
				Mr. and Mrs. G. W. Appleby	Mrs. M. Leed
					Mr. A. R. Lewis

Bu	re	le	32	Tu	En	Di
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Ydivostock	2 p.	28.87	58	SE	3	f	Mr. & Mrs. O. M. D. Boll	Mr. J. Y. Mayten
Tokyo		29.06		E	0		Com. Blackburn, R.N.	Mr. Alex McEwan
Koshi		29.00		SE	4		Dr. Bowers	Mr. & Mrs. E. McLeod
Nagasaki		29.00		SW	4		Mr. H. Brown	Mr. C. C. Moss
Kagoshima		29.00		W	4		Capt. J. Byron and ser-	Mr. E. Meyer
Taihuiku	1 p.	29.03		E	0		Mr. J. W. Cartwright	Mr. Nichollet
Quichu		29.08		W	2		Mr. H. B. Carter	Mr. E. O. Murphy
Tainan		29.08		SE	4		Dr. & Mrs. F. Clarke	Mr. Van Nierop
Koshun		29.08		SE	4		Mr. & Mrs. Cohen	W. Egan
Pescadores		29.08		SE	4		Mr. T. H. Perrin	Mr. P. H. Perrin
Gutzlaff	3 p.	29.04	74	SE	4	lv	Mr. M. B. Cohen	Mrs. and Miss Sanders
Sharp Peak		29.00	77	SE	4	b	Mr. P. C. Demerco	Mr. & Mrs. Playfair
Amoy		29.08	82	SE	3	b	Mr. G. M. Discombe	Mr. J. Rogers
Swatow		29.08	81	SE	3	b	Mr. H. B. Donaldson	Mr. J. H. Johns
Canton		29.08	82	SE	3	b	Miss Drum	Mr. P. W. Sergeant
Hongkong	4 p.	29.03	70	SE	4	c	Mr. A. H. Ellis	Mr. H. Binimias
Victoria		29.08	73	SE	4	c	Mr. Frank Elmore	Mr. and Mrs. Skel
Gap Rock		29.08		SE	4	c	Mr. E. O. G. Smith	Mr. C. S. G. Smith
Macao		29.08		SE	4	c	Mr. A. Elgarland	Mr. A. Smith
Haiphong	1 p.	29.08		SE	4	c	Mr. J. W. Fisher	Mr. N. Snow
Manila	4 p.	29.00	95	SW	2	b	Mr. Gengo	Mr. A. J. Hamilton
Manila	3 p.	29.00		SE	2	b	Mr. H. Gent	Smythe
Bacolod		29.08		SE	2	b	Mr. Henry Gillard	Mr. C. H. Stevens
Iloilo		29.01	83	SE	1	c	Capt. Geo. H. Whiler	Mr. W. J. G. Whiler
Cebu		29.01	88	SW	4	b	Mr. Albert Higgs	Mrs. & Miss Whiley
C. S. James		29.01	88	SW	2	cr	Mr. Thos. Howard	Mr. and Mrs. Bagnall
	2nd June, A.M.						Mr. R. D. Hubbard	Wild
Ydivostock	7 a.	29.00	50	SE	3	f	Mr. & Mrs. Williams	Miss M. Waterspoon
Tokyo	10 a.	29.04		SE	3	f	Mr. & Mrs. Joseph	Mr. and Mrs. Worfield
Koshi		29.03		SE	3	f	Mr. E. A. Katch	
Nagasaki		29.04		SE	3	f		PEAK HOTEL
Kagoshima		29.04		SE	3	f	Mr. H. F. R. Brynne	Mr. and Mrs. R. Lomk
Taihuiku	5 a.	29.04		SE	3	f	Mr. A. Brynne	Mr. E. Martin
Quichu		29.03		SE	3	f	Mr. G. Gordon	Mr. C. Mackie
Tainan		29.04		SE	3	f	Mr. G. H. Dunn	Major & Mrs. Morris
Koshun		29.05		SE	3	f	Mr. J. S. Ezekiel	Mr. E. Mitchell
Pescadores		29.00		SW	4		Mr. A. Forbes	Mr. Stuart G. Newall
Gutzlaff	5 a.	29.02	71	SE	3	cd	Mr. A. Fraser	Mr. H. E. Oakley
Sharp Peak		29.05	75	SE	3	cd	Mr. H. E. Oakley	Mr. H. E. Oakley
Amoy		29.01	70	SE	3	cd	Colonel The O'Grasson	Hon. H. E. Pollock
Swatow		29.01	70	SE	3	cd	Mr. D. M. Graham	Capt. H. V. Prynn
Canton		29.01	78	SE	3	cd	Major W. Waudby B.R.N.	Major C. W. Rely
Gap Rock	10 a.	29.01	88	SE	2	od	Mr. J. H. A.	Mr. Paul Richards
Macao		29.01		SE	2	od	Mr. Edwards & Gros	Capt. & Mrs. Scrymgeour
Haiphong	7 a.	29.01		SE	2	od	Mr. J. Ray	Mr. A. Sinclair
Manila		29.00	90	SW	1	od	Mr. Hindropker	Mr. Murray Stewart
Manila	10 a.	29.00	90	SW	1	od	Mr. H. V. Jeffries	Mr. A. P. Stokes
Bacolod		29.01		SW	2	b	Major G. E. St John	Mr. O. D. Thomson
		29.01		SW	2	b	Mr. & Mrs. Fleming John-	Mr. & Mrs. Malcolm

is normal generally, except in Annam
or Japan, and gradient remains slight
on the China coast. Forecast:—M.

HONGKONG REGISTER.

	Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.80	29.59	29.85
Temperature	74	81	81
Humidity	90	89	83
Direction of wind	E	E	E
Force	5	2	0
Weather	S	E	0
Rain	0	0.81	0

Highest open air temperature on the day 79
 Lowest open air temperature on the day 74
Hongkong Observatory, 3rd June.

MISSUS. FALCONER CO. REGISTER, 31st May.
 Barometer 4 p.m. 29.83 Therm. 9 a.m. (Wet bulb) 76
 Barometer 4 p.m. 29.78 Therm. 1 p.m. (Wet bulb) 76
 Barometer 4 p.m. 29.74 Therm. 4 p.m. (Wet bulb) 70
 Therm. 9 a.m. 82 Therm. Maximum 81
 Therm. 1 p.m. 81 Therm. Minimum over
 Therm. 4 p.m. 79 Night 80

4th to the 10th June, 1900.

Capt. and Mrs. Holton
 Rev. F. T. Johnson
 Mr. D. C. Jones
 Mr. and Mrs. D. O. Low
 and daughter
 Miss Little
 Master Graham Little
 and son
THE WAVELEY HOTEL
 Mr. J. K. Brown
 Capt. and Mrs. H. C. D.
 Trampton
 Mrs. Hagen and child
 Mr. and Mrs. Kirkhoven
 and family

Two Rhodess
 Mr. B. D. Hughes
 Mr. C. C. Skottowe
 Consul Vojpici
 Madame Vojpici
 Mr. & Mrs. R. T. Wright
 Mr. and Mrs. H. McG.
 Mr. J. C. L. Dineen
 Mrs. J. J. Thompson
 Dr. J. C. Thomson

CONNAUGHT HOUSE.

Capt. Parent André
 Mr. R. Aullano
 Miss A. Aullano
 Miss R. Aullano
 Mrs. Bodswick
 Mr. J. Brownhill
 Lieut. E. A. Constable,
 R.N.
 Mrs. E. A. Constable
 Mr. & Mrs. N. N. J. Ezra
 Miss Ezra

Mr. A. Hill
 Mr. K. Ishihara
 Dr. J. W. Kite, U.S.N.
 Mr. J. W. Kite
 Mr. C. L. Kuhn
 Mr. J. J. Lillie
 Mrs. Ann Mallone
 Mrs. John Mercer
 Mr. J. B. Muir
 Mr. H. Surplice
 Mrs. A. H. Wearne

HULL WATER.

	Hongkong Mean Time.	Height.
Mon. 4	h. m. 2 54	ft. in. 2 1
Tues. 5	3 25	3 0
Wed. 6	3 43	3 8
Thurs. 7	3 57	3 16
Fri. 8	4 15	3 24
Sat. 9	4 30	3 32
Sun. 10	4 45	3 40

LOW WATER.

	Hongkong Mean Time.	Height.
Mon. 4	h. m. 0 31	ft. in. 0 3
Tues. 5	1 02	1 0
Wed. 6	1 25	1 8
Thurs. 7	1 50	1 16
Fri. 8	2 15	2 0
Sat. 9	2 40	2 8
Sun. 10	3 05	2 16

YUBARI AND SORACHI COALS.

HOKKAIDO TANKO TETSUDO KAISHA.


(HOKKAIDO COLLIERY AND RAILWAY CO.)

CAPITAL

YEN 12,000,000

ANNUAL OUTPUT

800,000 TONS



PORTS OF EXPORT—

OTABU AND MURORAN.

THE celebrated Yubari and Sorachi Coals are widely known as the best and most economical Japanese Coals. The Coals can be

OPUM.

Quotations are
 Malwa New \$880 to net. to 1 catty.
 Malwa Old \$910 to \$930 per picul.
 Malwa Older \$940 to \$960

m	9 30	2 0	m	9 30
	2 23	2 0		9 43
m	5 9	2 10	m	11 0

[illegible]

extra fine	\$925	to	—
N. —	\$600	to	—

Panna Old \$1,000
 Benares New \$1,000
 Benares Old \$1,030

Telegrams: "TANKO" TOKYO.
 HUGHES & HOUGH,
 Agents for Hongkong.

The London Medical Record says: "Retained when all other foods are rejected. It is invaluable."

The British Medical Journal says: "Benger's Food has by its excellence, established a reputation of its own."

The Most Delicious,
 NUTRITIVE,
 AND
 DIGESTIBLE.

Gold Medal,
 Health Exhibition,
 London.

BENGERS FOOD

SOLD IN TINS
 BY
 CHEMISTS, &c.,
 EVERYWHERE.

For INFANTS, INVALIDS, and THE AGED.

An editorial in the **INDIAN MEDICAL RECORD**, of October 16th, 1897, says: "For many years in India, a large number of enterprising firms in England and Europe have been flooding the market with so-called Foods for Infants and Children. It is remarkable to note how one after another these various brands of doubtful virtue have failed to appear. Time and the public conscience have pronounced their verdict—and to-day we find BENGERS almost alone. The admirable combination of the nutritive elements is so perfectly brought about as to render their digestion a matter of pleasant facility for the weakest man or the feeblest infant. To-day the medical profession of India finds it cannot do otherwise than stand by a friend who has proved his ability to censure to public approval, namely, **REAL WORTH.**"

NOTICE OF REMOVAL.

THE Offices of the
HONGKONG DAILY PRESS,
CHUNG NGOI SAN PO,
CHRONICLE & DIRECTORY.
 have this day been Removed to
 S. PRAYA CENTRAL
 Entrances East Lane, recently Messrs.
 Wandt & Co.'s Offices, behind Messrs. Shewan,
 Tomes & Co.'s premises.
 Hongkong 1st May, 1900.

QUAN WAH & CO.

DEALERS IN
 ITALIAN MARBLE AND GRANITE
 MONUMENTS
 DESIGNS & PRICES ON APPLICATION
 At No. 1, Queen's Road East, Hongkong.
 Hongkong, 17th October, 1899. [1914]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED
 is now prepared to receive perishable pro-
 visions for Cold Storage at EAST POINT
 Moderate Rates.

Wm. PARLANE, Manager.
 Hongkong, 17th February, 1899.

RUINART PERE & FILS, REIMS

Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS
 Extra Dry (Green Seal)
 Extra only the Finest Quality
 Extra Dry (Green Seal)
 LAUTS, WEGNER & CO.
 Sole Agents.
 Hongkong, 17th May, 1898. [1912]

New	\$1,000
Old	\$1,030

The London Medical Record says: "Retained when all other foods are rejected. It is invaluable."

BENGER'S

Gold Medal Health Exhibition.

The British Medical Journal says: "Benger's Food has by its excellence established a reputation of its own."

For INFANTS,

An editorial in the INDIAN MEDICAL RECORD, of October 18th, 1897, says:
 "For many years in India, a large number of enterprising firms in England and Europe have been flooding the market with so-called Foods for Infants and Children. It is remarkable to observe how easy another these various brands of doubtful virtue, have ceased to appear. Time and the public conscience have pronounced their verdict—and to-day we find BINGER's almost alone. The admirable constitutive elements of this Food are perfectly adapted about as to render it a diet on a matter of pleasant faculty for the weakest man or the feeblest infant. To-day the medical profession of India finds it cannot do otherwise than stand by a friend-who has proved himself superior to public enport, namely, REAL WORTH."

55

9, PRAYA CENTRAL,

Went & Co.'s Offices, behind Messrs. Shewan.
 Tomes & Co.'s premises.
 Hongkong, 17th May, 1900.

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